

Appl. No. : 10/818,412 10/814,412  
Filed : March 31, 2004

#### AMENDMENTS TO THE SPECIFICATION

**Please amend paragraph [0004] as indicated below.**

**[0004]** It is common practice for the intake runners of a compact watercraft engine to be supported on one of their ends by the engine body. The other end of each intake runner commonly supports the throttle body housing. The intake runners thus need to be strong enough to support the throttle body and therefore the intake runners commonly are bulky to provide the necessary rigidity and strength. Unfortunately, due to the compact area in which a watercraft engine is positioned and the fact that the throttle bodies are supported by the runners, it is difficult to benefit from longer runners.

**Please amend paragraph [0029] as indicated below.**

**[0029]** The engine 28 also comprises an air intake system 58. The air intake system 58 draws air from outside the engine, preferably from within the closed cavity 32 or an air passage within the cavity 32, to the combustion chambers. The illustrated air intake system 58 comprises six intake passages defined at least in principal part by intake runners or conduits 60 and a pair of plenum chambers 62. In the illustrated arrangement, each cylinder bank communicates with three intake passages 60 and one plenum chamber 62.

**Please amend paragraph [0035] as indicated below.**

**[0035]** In the illustrated embodiment, a valve cam mechanism preferably is provided for actuating the intake and exhaust valves in each cylinder bank. In the embodiment shown, the valve cam mechanism 70—includes second rotatable members such as a pair of camshafts disposed in the cylinder head 42 of each cylinder bank 41. The camshafts typically comprise intake and exhaust camshafts that extend generally vertically and are journaled for rotation generally between the cylinder head members 42 and the cylinder head cover members 44. The camshafts have cam lobes (not shown) to push the respective ends of the intake and exhaust valves in any suitable manner. The cam lobes repeatedly push the valves in a timely manner in proportion to the engine speed. The engine can also include a variable valve timing mechanism. In one form of such a mechanism, a hydraulic actuator can cooperate with one or more of the cam shafts to adjust valve timing, as well known in the art.

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Please amend paragraph [0050] as indicated below.

[0050] The mounting member 116 is preferably incorporated into the crankcase cover or the front portion of the engine 28. By mounting the air intake support member 94 to the mounting member 116 located on the front side portion of the engine 28, the air intake support member 94 is able to advantageously support the throttle valve assembly 72 and the air runners 60. Supporting the air runners 60 by the air intake support member 94 allows the air passages to be longer, which can improve engine performance. By having both ends of the air intake runners 60 supported on the engine, the air intake runners 60 themselves can be less rigid than in prior induction system designs, therefore using less material so that the air intake runners 60 can be made more compact and use less space. The saved space due to the compact air intake runners 60 improves the overall compact design of the engine 28 that is positioned within the compact closed cavity 32. The weight of the engine 28 is also reduced.